Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II)

The Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II) addresses critical shortfalls in the movement of materiel and personnel in support of Department of Defense operations. Developed and fielded in functional blocks, it is intended to reduce "buildup time" by merging the best business practices of the current Service-unique transportation automated information systems into a single system that combines the requirements for the Unit Movement, Installation Transportation Office/Transportation Management Office, and Theater Distribution functional areas and integrates several legacy systems of the four Services. The Joint Requirements Oversight Council approved the Operational Requirements Document (ORD) in March 1999. The Army Test and Evaluation Command (ATEC), the independent Operational Test Agency, conducted Operational Assessments on prototype systems during 1999 and 2000 that revealed numerous deficiencies. After additional development, the Program Manager (PM) completed developmental testing on Block 1and declared the system ready for Initial Operational Test and Evaluation (IOT&E) in October 2001. DOT&E approved the Test and Evaluation Master Plan on November 7, 2001.

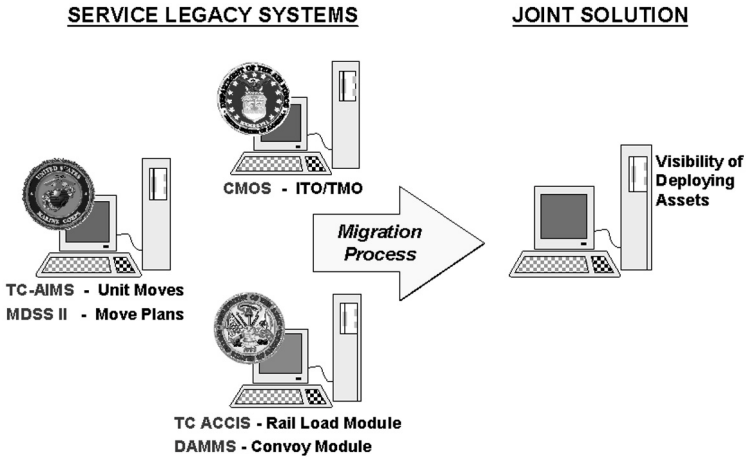
TEST & EVALUATION ACTIVITIES

- ATEC conducted IOT&E on TC-AIMS II Block 1 (commonly known as Basic Unit Move) in November and December 2001. The Marine Corps Operational Test and Evaluation Agency (MCOTEA) conducted the Marine Corps portion of the test.
- Four test sites were used for IOT&E, one from each Service: Shaw Air Force Base, South Carolina (Air Force); Amphibious Base, Little Creek, Virginia (Navy); Quantico, Virginia (Marine Corps); and the Heidelberg, Germany area (Army). Army participants included users from both U.S. Army Europe (USAREUR) and U.S. Army Forces Command (FORSCOM).
- In May 2002, ATEC conducted a retest of the system for the Navy at Little Creek and for USAREUR in Heidelberg.
- In August 2002, ATEC conducted a retest for Army FORSCOM at Fort Lewis, Washington.

TEST & EVALUATION ASSESSMENT

As a result of the 2001 IOT&E, ATEC and MCOTEA determined that TC-AIMS II was not operationally effective, suitable, or survivable. DOT&E assessed the testing as adequate and recommended that the PM prioritize and correct the deficiencies and that ATEC conduct selected retesting. Somewhat more favorable (but still unsatisfactory) results had been obtained at the Navy site at Little Creek and the USAREUR sites at Heidelberg. The PM quickly fixed the problems associated with these two organizations (which use only a portion of the system's full capabilities); and following a May 2002 relook, ATEC found TC-AIMS II to be operationally effective, suitable, and survivable for the Navy and USAREUR only. DOT&E concurred and recommended an immediate, but limited, deployment to these two entities only.

Meanwhile, both the PM and FORSCOM made rapid strides in preparing for general Army use of TC-AIMS II. The PM moved the system from a *Windows NT* to a *Windows 2000* platform, which markedly improved software



The Transportation Coordinator's Automated Information for Movement System II is designed to reduce the "buildup time" in the movement of materiel and personnel. It is intended to integrate current Service-unique transportation information systems into a single joint system.

performance. At the same time, the PM corrected the outstanding deficiencies from IOT&E that related to FORSCOM operations. For its part, FORSCOM worked hard to adapt some of its Basic Unit Move business practices to better exploit the capabilities provided by TC-AIMS II Block 1. The Army established a beta site at Fort Lewis, Washington, and in July 2002 both active duty and reserve component users were trained and began an intense period of functional operations. In August 2002, ATEC conducted another relook for the Army at Fort Lewis and in September 2002 determined that TC-AIMS II was operationally effective, suitable, and survivable for the Army. DOT&E monitored this testing, agreed with the findings, and recommended full worldwide deployment of Block 1 to the Army. Block 1 still does not contain all the initial capabilities needed by the Air Force and Marine Corps. Further Operational Test and Evaluation and fielding for these two Services has been deferred to later blocks that contain additional functionality. The PM is now proceeding with development of TC-AIMS II Block 2, and OT&E is slated for June 2003.

The TC-AIMS II acquisition has suffered from the lack of a common unit movement process across the Services and the lack of a single, authoritative user representative. The ORD was produced only after considerable negotiation, and still did not reflect requirements for joint process or incorporate viable data standards. There was not a single unit movement process even within the Army. This presented the PM with the daunting task of building a single system that had to satisfy the separate requirements of all four Services. Driven by the schedule, IOT&E took place before many users had much experience using the system. Consequently, the first system under test did not satisfactorily meet any Service's requirements and the required interfaces generally did not work.

Working together, the users, the PM, and the OTA were able to identify and incorporate rapid and effective fixes for many of these problems. Top-level Army leadership focused the effort and set the stage for user-centric solutions. The PM adopted a short-term/long-term plan that identified certain users (Navy and USAREUR) who wanted the system fielded and who had nearly achieved success in the IOT&E. These users determined the required short term fixes based on IOT&E data; the PM quickly and effectively made the fixes; and the testers immediately tested them. ATEC developed an evaluation plan based on data that addressed the fundamental ability of the system to produce timely and accurate critical mission functions, while collecting most other data by exception. Meanwhile, Army major commands were generally able to resolve internal disagreements on how to employ TC-AIMS II during functional operations at the new beta site. A similar process has been adopted for the longer term. The Services must still strive for common movement processes and a single user representative remains to be found.